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SITE DEVELOPMENT PLAN REVIEW SUBMITTAL

PROJECT: NORTHWEST VALLEY TERMINAL PARK AND RIDE

November 25, 2008

For:
Regional Transportation Commission
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**SDR-32155
01/08/09 PC**

JUSTIFICATION LETTER

The Regional Transportation Commission (RTC) is requesting site development plan approval to construct a regional park and ride facility to support local and express transit service. The project is called Northwest Valley Terminal and Express Park and Ride and is located at the southwest quadrant of US 95 and North Durango Drive. The site is ideally located for a park and ride facility with easy access to US 95 and local streets. The park and ride will be the terminus for high frequency express transit service to Downtown Las Vegas. The park and ride facility is an effort towards increasing transit usage while reducing single vehicle occupancy vehicles from the congested US 95 corridor. The RTC is requesting Site Development Plan approval for both Phase I and II.

Existing Conditions

The site is located between N. Durango Drive, Oso Blanca Road and Elkhorn Road. The site is currently undeveloped, zoned Town Center (TC), and guided Public Facilities (PF-TC). The property is BLM land that is being leased to the RTC through the City of Las Vegas.

Proposed Improvements

The RTC is proposing to develop the park and ride facility on three sites in two phases. Phase I will develop Lots B and C, the two sites east of Grand Montecito. Phase II will develop Lot A, located on the west side of Grand Montecito and adjacent to the future CSN campus expansion. The development is being constructed in phases to stay within the current construction budget. Developing the sites on only one side of Grand Montecito allows temporary street improvements to be performed versus full build out, including multiple signals. The full street improvements will occur with Phase II.

PHASE I

Lot B

Lot B is located east of Grand Montecito, north of the Pappas access drive and west of Oso Blanca. The site is 1.87 acres and will have 173 park and ride stalls (166 standard, 7 handicap). There will be one on street bus bay along Grand Montecito adjacent to this lot. The bus stop will provide one canopy and bench.

Lot C

Lot C is located east of Grand Montecito, south of the Pappas access drive and west of Oso Blanca. The site is 3.3 acres and will have 320 park and ride stalls in Phase I. Phase II introduces a bus turnaround at the north entrance of the lot. The purpose of this is to accommodate buses laying over at Lot A to be able to turn around and re-enter Lot A to pick up passengers. The number of park and ride stall will be reduced to 305 (295 standard, 10 handicap). There will be two on street bus bays along Grand Montecito and a transit station/canopy. The transit station will be approximately 650 square feet and will contain driver restroom facilities and a climate controlled interior waiting area.

PHASE II

Lot A

Lot A is located on the west side of Grand Montecito and adjacent to the future CSN campus expansion. Lot A will be the primary facility after full build out. The site is 5.18 acres and will have approximately 421 (411 std/10 handicap) park and ride stalls. There will be an approximately 1,585 square foot climate controlled transit station, canopy and six bus bays. The RTC has also been working with the CSN to develop a shared access for the park and ride and the college campus. Phase II provides for this access through a roundabout which accommodates future interior CSN streets. Lot A has a shared right in/right out access from Oso Blanca.

Transit Facilities

The transit facility is located on Lot C and is 650 square feet of climate controlled interior space. The facility contains a driver restroom, passenger waiting area, security cameras and an interior ticket vending machine (TVM). Lot C contains approximately 3,400 square foot plaza area with landscaping, benches, bike racks, TVM and canopies.

Lot A (phase II) has a 1,585 square foot transit facility and 9,750 square feet of plaza area. The transit facility will contain driver and public restrooms, passenger waiting area, security cameras, staffed security office and TVM. The plaza area contains landscaping, benches, bike racks, TVM and canopies.

The station and plaza design is organized on the site to provide convenient access from the adjacent surface parking lots and provide shelter under canopies and within the enclosed stations. The hexagon shaped station plan provides for clear views to the bus arrival platform from the entire waiting area. Electronic route display boards will be mounted within the waiting area.

A sloped exposed structure ceiling (10' to 15') provides generous volume. A stone tile floor provides ease of maintenance. Exterior wall materials are comprised of local stone from Nevada. Lightly tinted high performance glass with aluminum frames is used for all window areas. The low slope roof is covered with a standing seam terne metal or zinc roof with a flat seam copper fascia.

In addition, the prow of the station provides a generous canopy for the bus platform utilizing a skylight that bridges from station interior to loading platform. A 24' pylon sign marks the station location from both highway and local streets.

Streets/Landscaping/Lighting

The RTC has been working closely with the City of Las Vegas Public Works department to design temporary street improvements. The proposed street design meets the traffic demand for the Phase I proposed conditions. One of the features not included in the temporary improvements is the center landscaped median and full street/sidewalk improvements along the westerly side of Grand Montecito, between the Private Drive and Oso Blanca. These improvements will be provided as part of Phase II. The Phase I final site improvements for Lots B and C, including the easterly edge of Grand Montecito (landscaping/sidewalk/lighting), will meet all applicable Town Center Development Standards. A traffic study has also been performed and submitted to the City of Las Vegas Department of Public Works and NDOT for review and comments.

Waiver Request

The applicant is requesting two waivers from the Town Center Development Standards.

1. Waiver to the location of the sidewalk. Since the principle use of the project is parking, the handicap stalls are located adjacent to the public streets to meet ADA requirements. In order to provide access to the handicap stalls, the sidewalk had to be shifted over adjacent to the handicap stalls. In these areas, the sidewalk location does not meet the 4'/5' requirements. We are requesting a waiver to the sidewalk design at these locations.
2. Waiver to the 15' landscape buffer. The public streets are designated as 90' right of way. To meet the future traffic demands, the streets (Oso Blanca/Grand Montecito) had to provide additional drive/turn lanes. The result is 100' plus right of way and sidewalks being located further into the site. Applying the 15' landscaped buffer reduces the number of parking stalls that can be provided. All three sites are providing the amenity zone and a significant amount of the 15' buffer, but there are areas where the full 15' buffer is a hardship. We are requesting a waiver to the 15' landscape buffer where it reduces parking stalls.